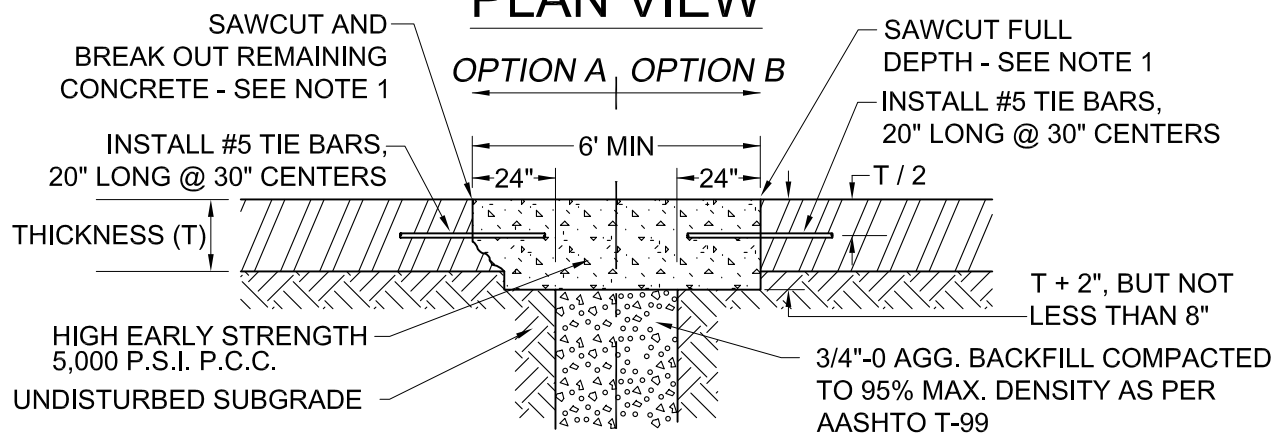


PLAN VIEW



NOTES:

CROSS SECTION

1. OPTION A : Sawcut pavement 4-inches deep or $1/2$ the panel thickness (T), whichever is greater, before removal. Break out with mechanical hammer and carefully remove pavement next to joint so as not to disturb the pavement surface to remain. OPTION B: Sawcut pavement full depth and install #5 tie bars and $1\frac{1}{2}$ -inch \varnothing dowels as shown (minimum of 2). (Note: At interfaces of two adjacent new panels, an approved keyway may be substituted for dowels.)
2. Tie bars: after drilling holes, place non-shrink grout in back of holes before inserting tie bars.
3. Partial panel replacement may be approved by the City Engineer per the Engineering Design Manual.
4. If utility trench width is greater than $1/2$ of the panel width, then remove pavement to the next joint. For sawcuts through existing panel joints, sawcut existing panel joint(s) full depth before removing existing pavement.
5. If utility trench wall must be closer than 3 feet from the joint, then remove pavement to the joint.
6. When panels are offset or irregular in any manner, the City Engineer shall determine the area of pavement replacement.
7. After placement of pavement, re-sawcut the joints that intersect the trench. The depth of sawcut is to be $T/4$.
8. If pavement is undermined during repair, sawcut and remove pavement back to undisturbed subgrade.
9. If pavement is damaged during repair, sawcut and remove back to undamaged pavement.
10. For trenching perpendicular or skewed to centerline, see *Beaverton Standard Dwg 309*.



City Of Beaverton

ENGINEERING
DEPARTMENT

CITY ENGINEER
Terry Waldele, P.E.

STREET CUT IN PCC PAVEMENT
PARALLEL TO CENTERLINE

DATE
6 - 10 - 04

DRAWN BY
JR - CPD

DRAWING NO.
310